

BookletChartTM

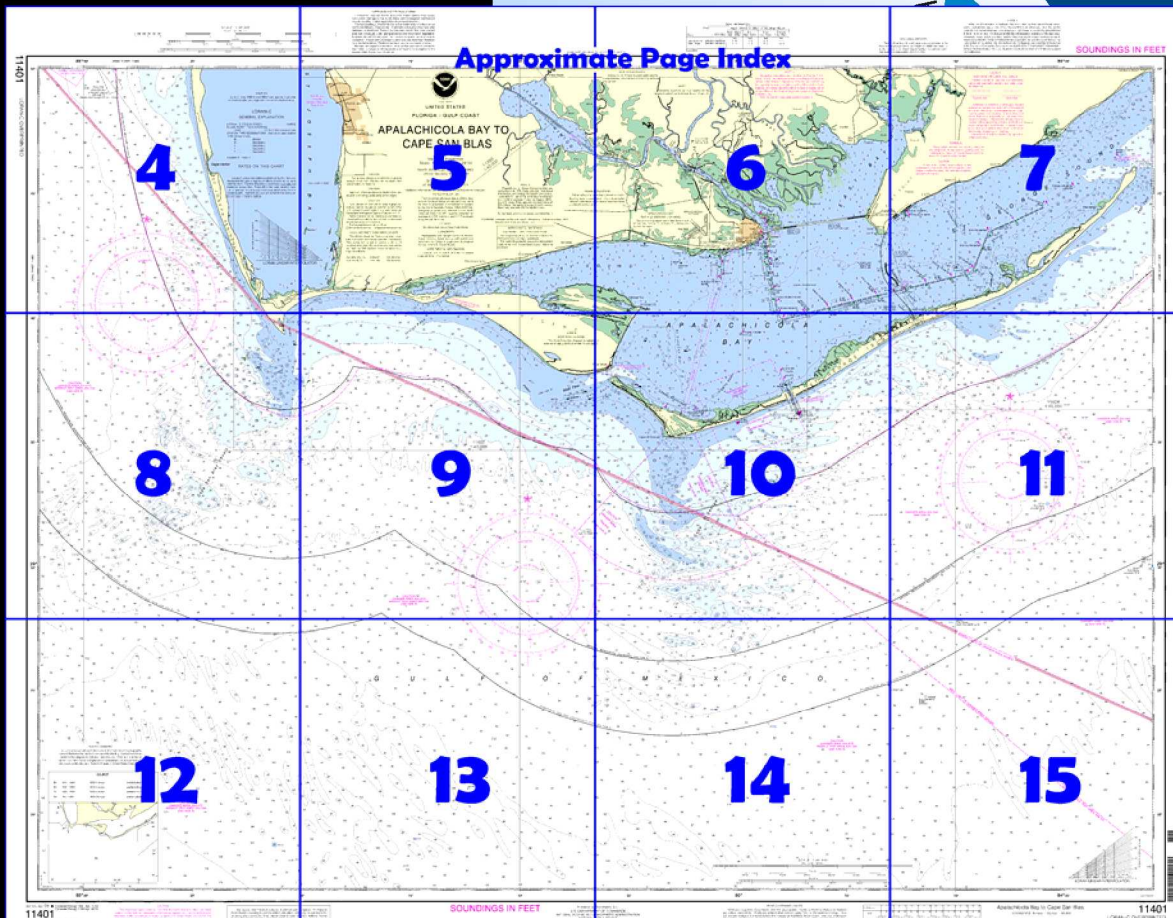
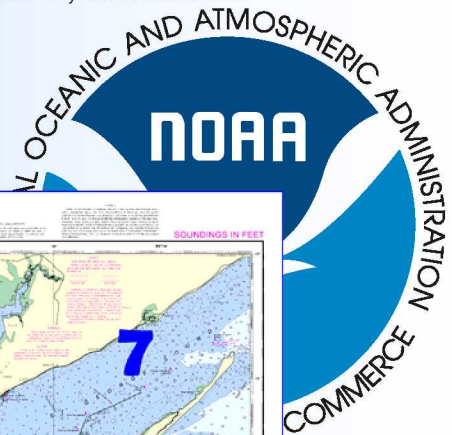
Apalachicola Bay To Cape San Blas

(NOAA Chart 11401)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

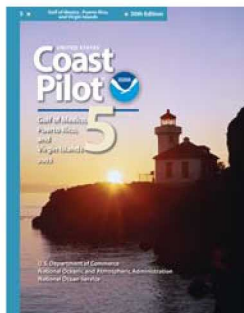
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 6 excerpts]

(45) **St. George Sound and Apalachicola Bay** are shallow with numerous oyster reefs and shoals dangerous to navigation.

(69) **St. George Island and Little St. George Island.** A marked channel leads to the town of **Eastpoint**. The depths were 5 feet in the entrance channel, thence 3 feet in the W arm of the channel paralleling the shore at Eastpoint and 2½ feet in the E arm. Detached breakwaters parallel the E and W arms of the channel. Gasoline in cans, groceries, ice, a

launching ramp, and some marine supplies are available on St. George Island at the SW end of the causeway. Gasoline, diesel fuel, and marine supplies are available at the wharves at Eastpoint.

(72) **Apalachicola.** The port is the gateway for the extensive river systems of the Chattahoochee and Flint Rivers. The Intracoastal Waterway enters Apalachicola River, passes the town, and then continues

W through Jackson River. The town has several historic buildings, a museum, and a hospital.

(74) **Dangers.** A fan-shaped test firing area, marked by unlighted buoys, is centered 4 miles S of the abandoned lighthouse on Little St. George Island.

(75) **Channels.** The main entrance to Apalachicola Bay is through **Government Cut**. The entrance to the cut is protected by twin jetties. The depth was 1.4 feet (1.9 feet at midchannel). The channel is marked by lighted buoys, a lighted range, and daybeacons.

(76) A dangerous wreck that uncovers was 1.0 mile SE of the entrance buoys in 29°35'14.4"N., 84°56'42.6"W.

(77) The channel is entered through a buoyed bar channel, marked at the entrance by a lighted buoy, 3.7 miles W of Sand Island. The bar channel is subject to shoaling and is marked by buoys which may be relocated to mark the best water. Mariners should use caution when transiting West Pass. Once inside the pass, depths of 9 feet can be carried to Apalachicola.

(79) **Two Mile Channel.** The depth in the entrance channel was 4.7 feet, thence 3.8 feet (4.0 feet at midchannel) in the W channel, and 3.9 feet (5.3 feet at midchannel) in the E channel. An entrance light and daybeacons mark the channels.

(81) **Anchorages.** Vessels may anchor anywhere in **Upper Anchorage** in Apalachicola Bay. Good anchorage in depths of 12 to 15 feet may be found in **Lower Anchorage**, E of Sand Island. Another good anchorage is 1 mile S of the turn in the channel leading to Apalachicola.

(83) **Cape St. George Shoal** consists of several detached spots with moderate depths between them. The shoal is marked by a lighted bell buoy on its S end and by a buoy off its E side.

(84) Shoals extend more than 3 miles offshore at West Pass. The approach is marked by a lighted buoy and several other buoys that are shifted to conform to changes in the channel.

(86) **currents.** The currents are influenced by the winds and by freshets, and at times are very strong, especially the ebb; at flood they are generally weak. A velocity of 3 knots has been observed in West Pass channel at a point inside the bar 0.8 mile NE of Lighted Buoy 2. The ebb current runs out through West Pass and divides, part going to the S over the breakers and part following the deeper water to the bar, the latter being the stronger.

(87) In Apalachicola River, the current is principally ebb. With strong winds from the N and E there will be little or no flood current or even slack water, and the height of the water in the bay and river will be reduced a foot or more. The tides meet somewhat to the W of Bulkhead Shoal, the ebb current flowing E through the cut.

(97) **Apalachicola River.** The Intracoastal Waterway extends through the lower part of Apalachicola River, branching W through **Jackson River**. A Federal project provides a 9-foot channel in Apalachicola River from Jackson River to Chattahoochee River. The channel is marked by daybeacons and unlighted buoys.

(99) 3.7 miles above the mouth, the river is crossed by a railroad swing bridge with a clearance of 11 feet.

(100) N and S of the John Gorrie Memorial Bridge are numerous private docks with small-craft berths. The municipal pier and basin are 300 yards S of the bridge. Berths and a launching ramp are available. The pier had a depth of 3 feet alongside the outer face, with 5 feet in the basin.

(101) **Small-craft facilities.** There are several small-craft facilities at Apalachicola. There are fish piers on Two Mile Channel.

(103) **Chattahoochee River.** A Federal project provides a 9-foot channel from the confluence with Flint and Apalachicola Rivers to Columbus.

(104) There are three dams and navigation locks which are 450 feet long, 82 feet wide, and have a minimum depth of 13 feet over the sills.

Operating hours of the locks are: Woodruff Lock, 24 hours; Andrews Lock, 24 hours; and George Lock, 0800 to 1600. There are general cargo wharf and an oil terminal, and a public ramp at Columbia.

Table of Selected Chart Notes

corrected through NM 17/C

hoaling exists to various depths on the achicola River between Buoy 13 and 24.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to gation are not indicated on this chart. See il Notice to Mariners.

The reception range is approximately 20 nautical miles from the antenna site, but can l as much as 100 nautical miles for stations high elevations.

Panama City, FL	KGG-67	162.55 MH
East Point, FL	WWF-86	162.50 MH

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Consult U.S. Coast Pilot 5 for important supplemental information.

Thirte

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

For Symbols and Abbreviations see Chart No.

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

NOTE A

Navigation regulations are published in Chap Coast Pilot 5. Additions or revisions to Chapter lished in the Notice to Mariners. Information c the regulations may be obtained at the Office o mander, 8th Coast Guard District in New Orie at the Office of the District Engineer, Corps of in Mobile, AL.

Refer to charted regulation section number

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Till

NOTE B

WEST PASS CHANNEL

The West Pass Bar channel is subject to extreme shoaling and is unreliable for navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.759" northward and 0.312" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY

Use charts 11393, 11402 and 11404.

The project depth is 12 feet from Carabelle, Florida to New Orleans, Louisiana.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

APALACHICOLA BAY

TWO MILE ENTRANCE CHANNEL

The controlling depth was 5 feet for a width of 100 feet from Lt "1" to buoy "4", thence 2½ feet to the apex.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Report all spi
National Respons
to the nearest U.
munication is im

CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M	Master
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary

EXAMPLE: 7980-Y

larbor

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

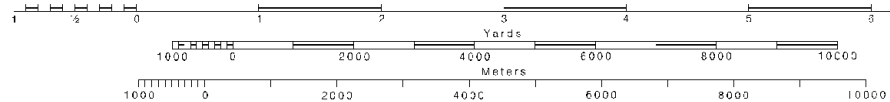
This chart has been corrected from the Notice to Mariners (NM) publi weekly by the National Geospatial-Intelligence Agency and the Local Notic Mariners (LNM) issued periodically by each U.S. Coast Guard district to dates shown in the lower left hand corner.

NOTE X

12-nautical mile Territorial Sea, established by Presidential Proclamation, laws apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional ver laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast as, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in the inner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical Economic Zone were established by Presidential Proclamation. by treaty or the U.S. Supreme Court, these maritime limits are subject

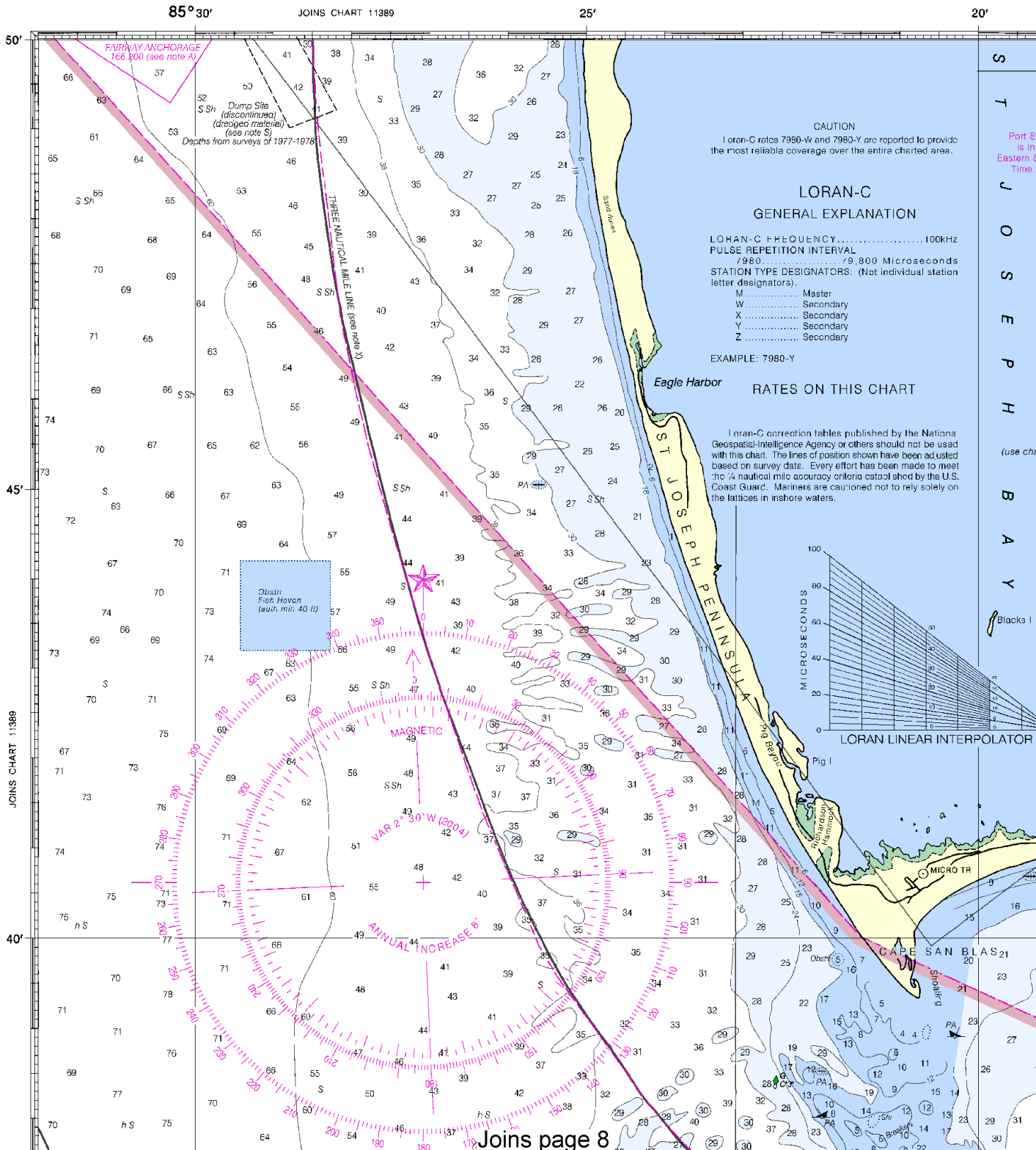
This nautical chart has been designed to promote safe navigation. The Nation Ocean Service encourages users to submit corrections, additions, or comments fr improving this chart to the Chief, Marine Chart Division (N/C52), National Ocea Service, NOAA, Silver Spring, Maryland 20910-3282.

SCALE 1:80,000
Nautical Miles



11401

LORAN-C OVERPRINTED



CAUTION

Loran-C rates 7980-W and 7980-Y are reported to provide the most reliable coverage over the entire charted area.

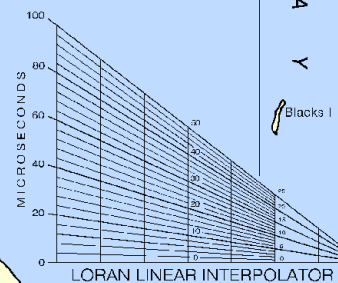
LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....9,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7980-Y

RATES ON THIS CHART

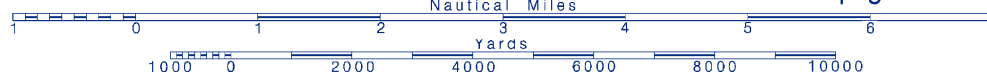
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey date. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



4



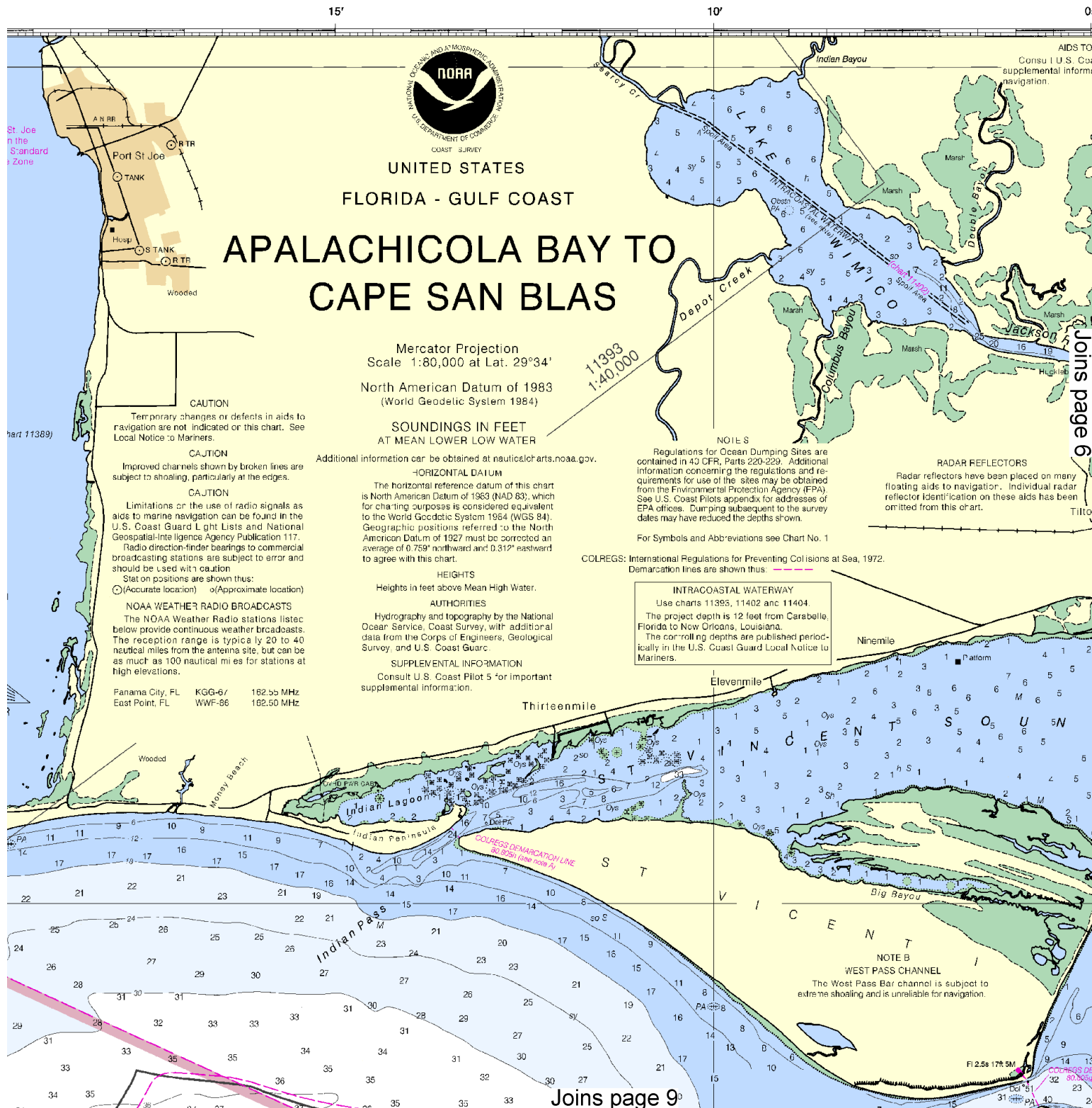
HURRICANES AND TROPICAL STORMS

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Formerly C&GS 1262, 1st Ed., Oct. 1940, C-1940-527, <APP 167



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Lira, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Lira elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
 Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of the chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Plot for details.

CAUTION
 Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

JOINS CHART 11405
Joins page 11

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

7

Joins page 4

40'

35'

29° 30'

CAUTION
DANGER AREA 334.670
MISSILE TEST AREA 334.720
(see note A)

NATURAL RESOURCES BOUNDARY (see note X)

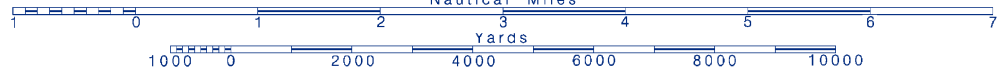
TERRITORIAL SEA AND CONTIGUOUS ZONE (see note X)

Joins page 12

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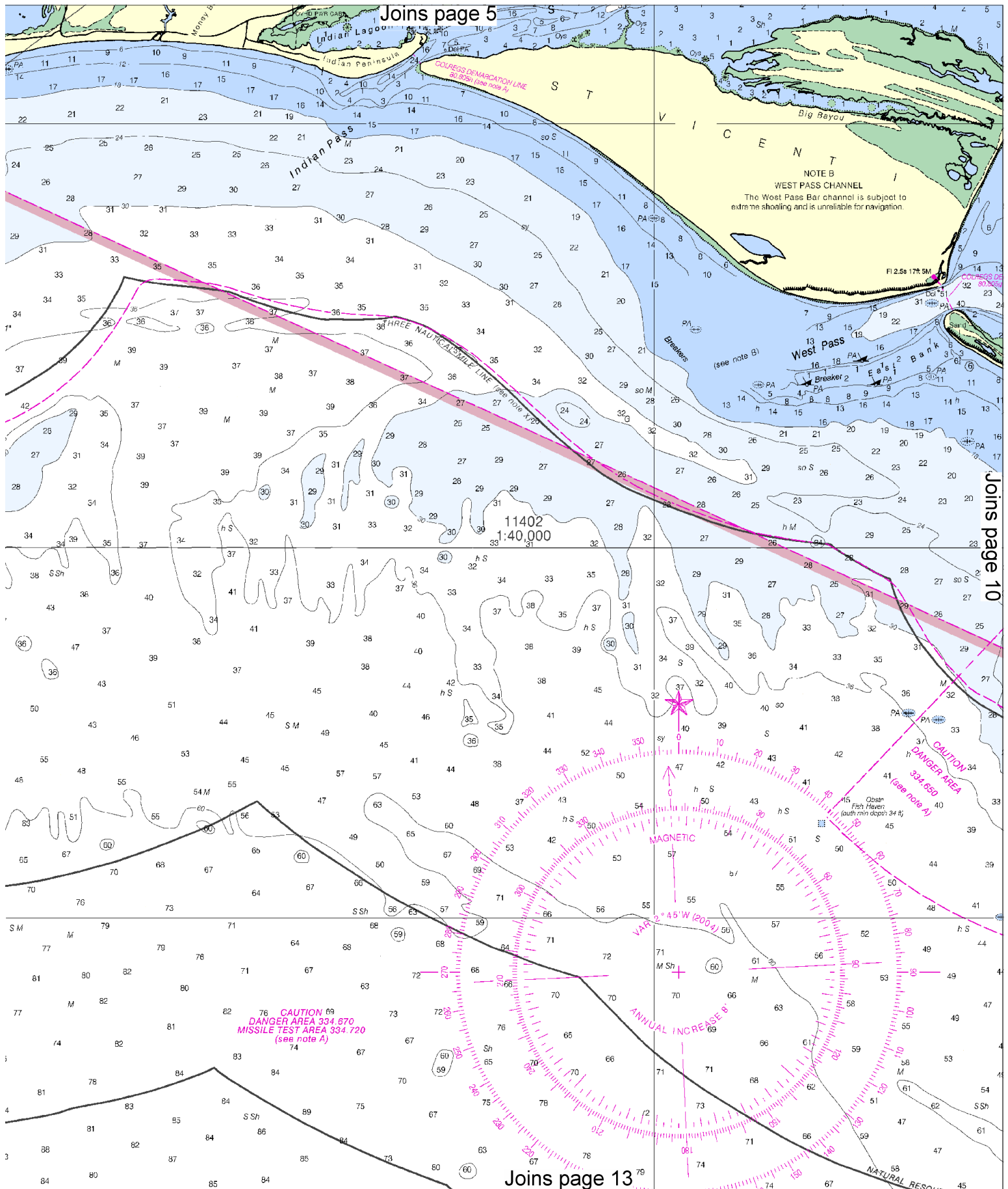
SCALE 1:80,000

See Note on page 5.



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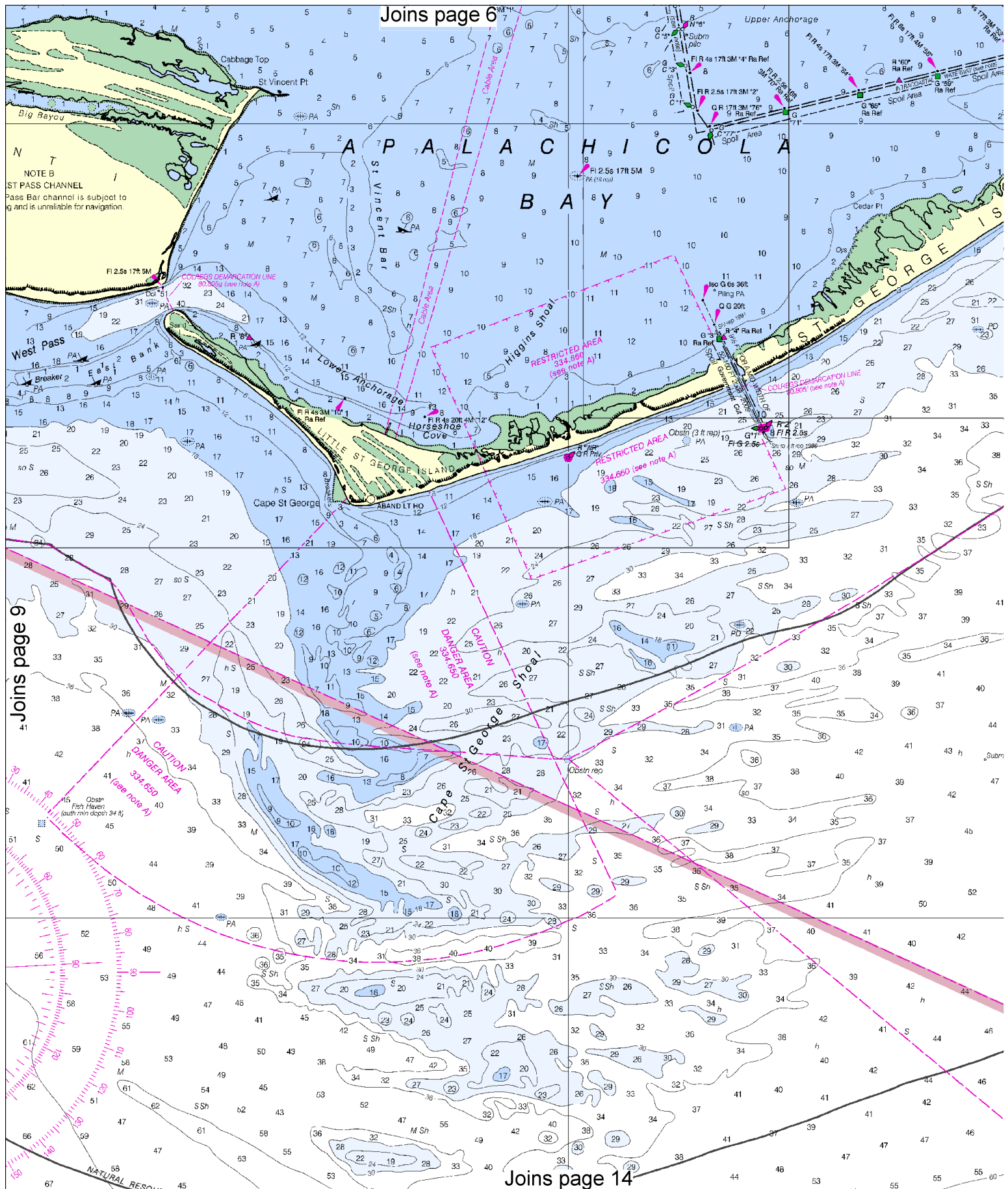




Joins page 5

Joins page 10

Joins page 13



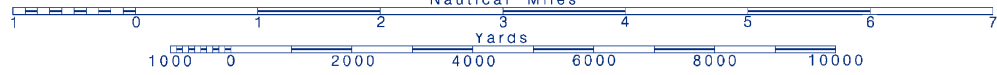
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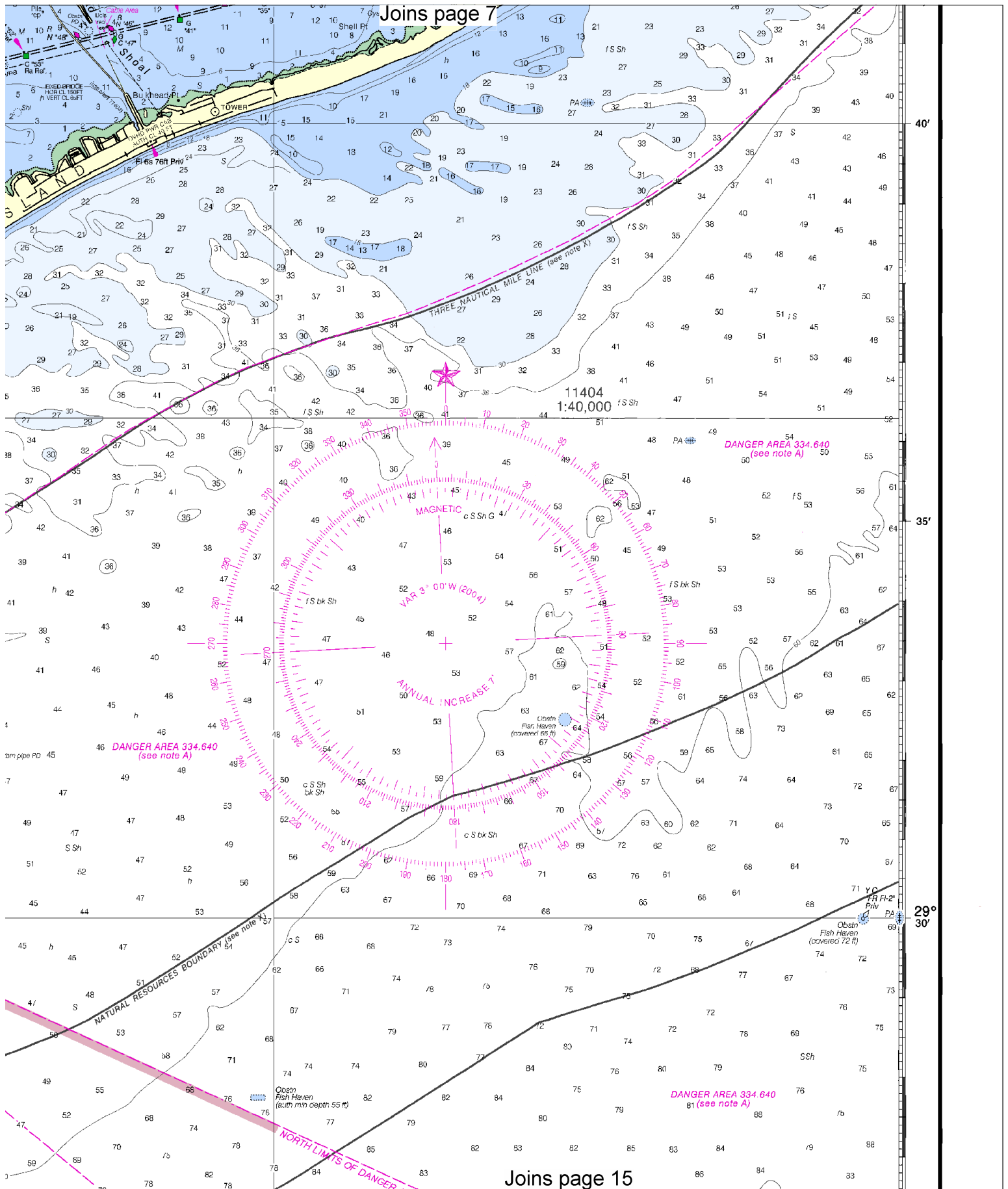


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SCALE 1:80,000

See Note on page 5.





Joins page 15

29°
30'

25'

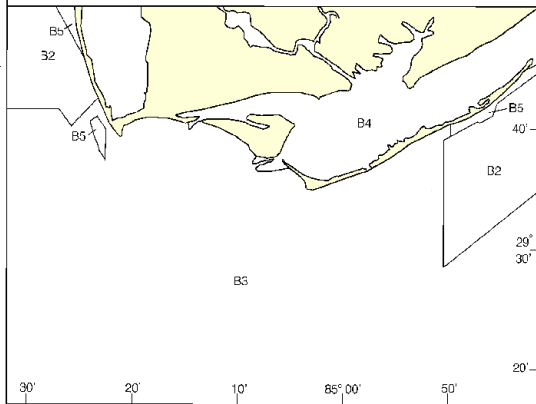
20'

SOURCE DIAGRAM

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SOURCE

B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



CAUTION
DANGER AREA 334.670
MISSILE TEST AREA 334.720
(see note A)

30th Ed., Apr./04 ■ Corrected through NM Apr. 17/04
Corrected through LNM Apr. 06/04

11401

LORAN-C OVERPRINTED

CAUTION

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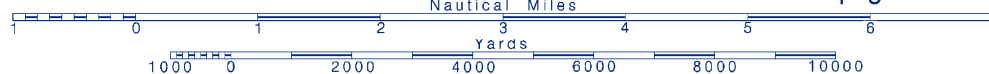
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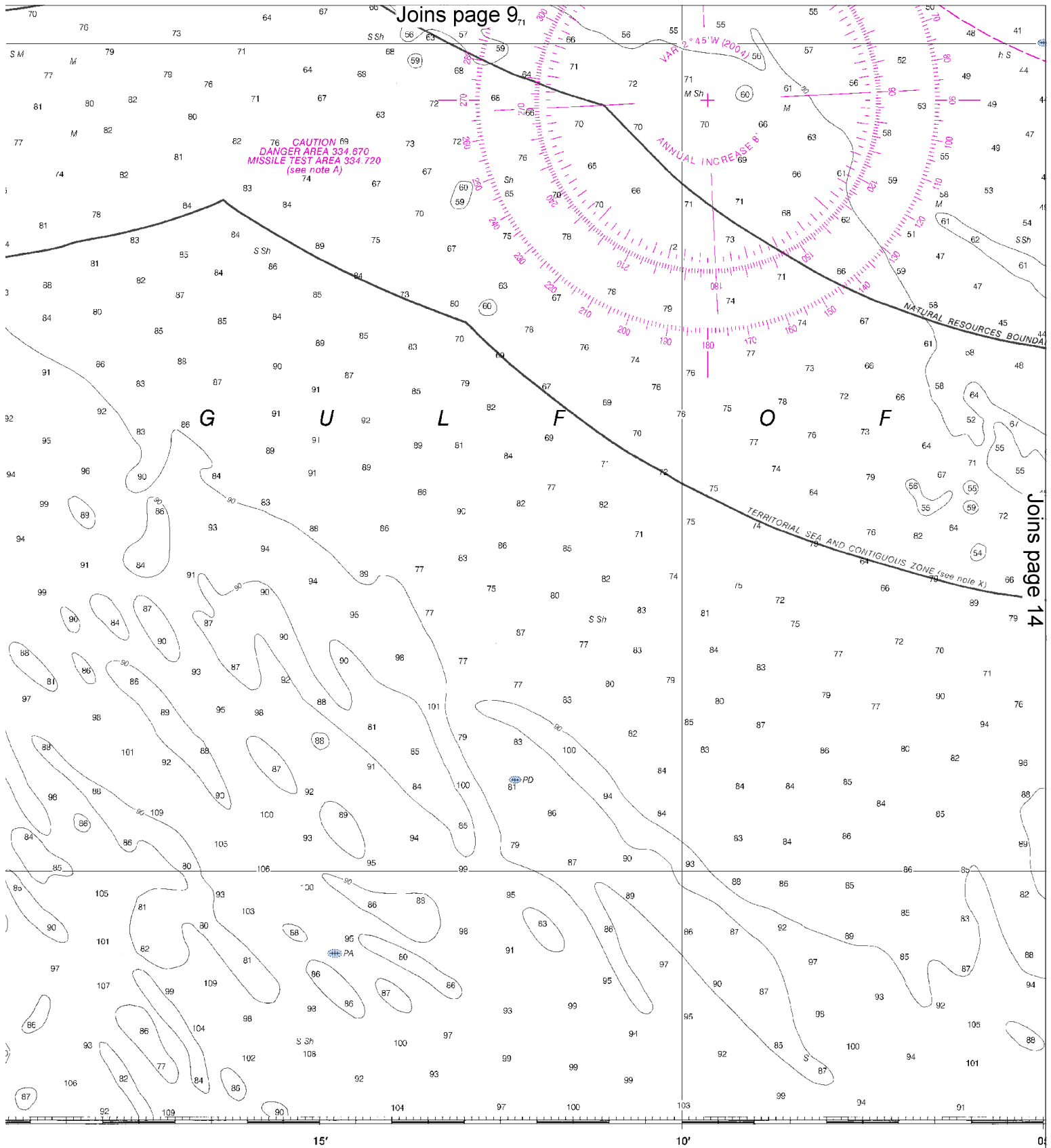


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SCALE 1:80,000

See Note on page 5.

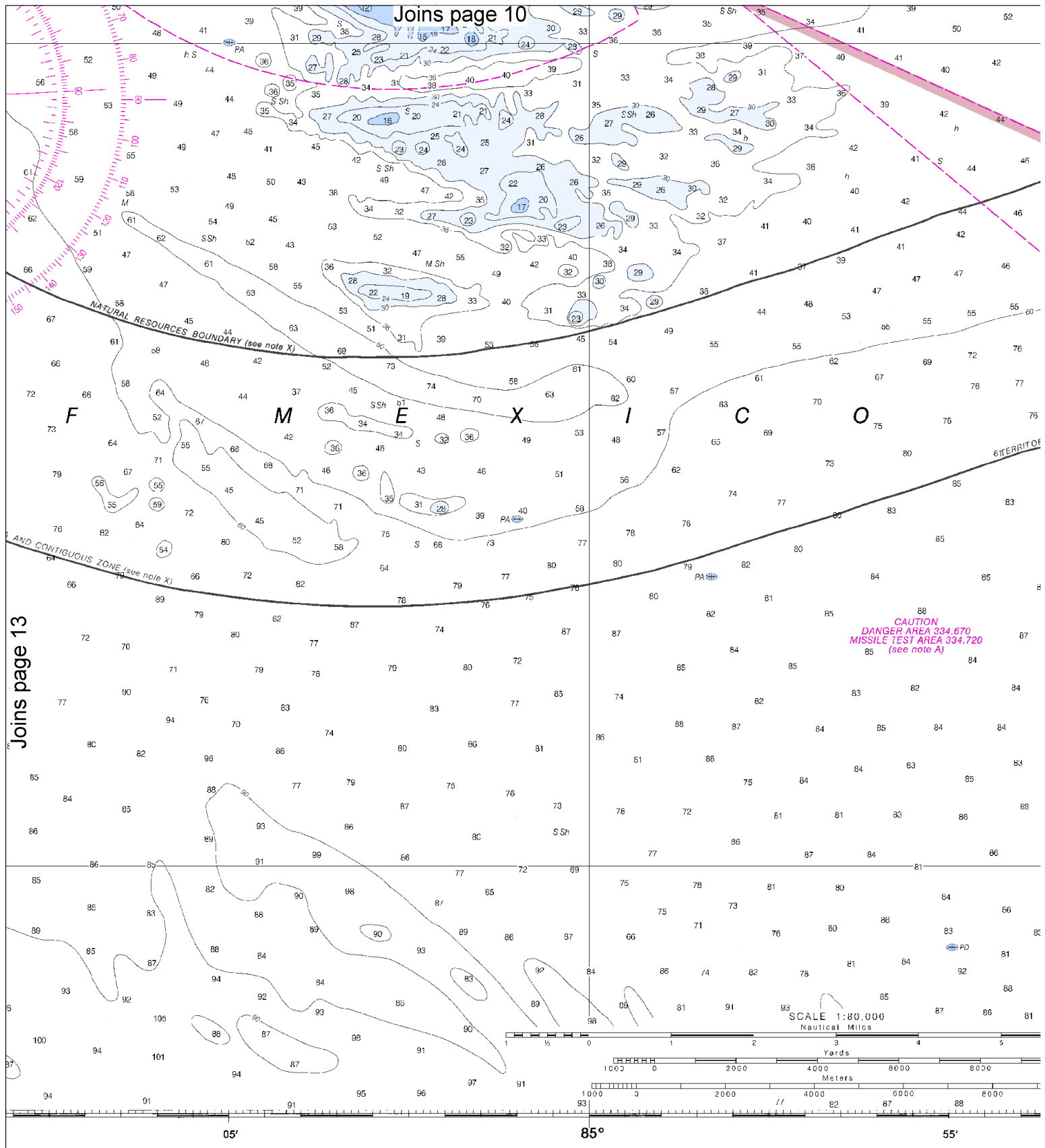




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SOUNDINGS IN FEET

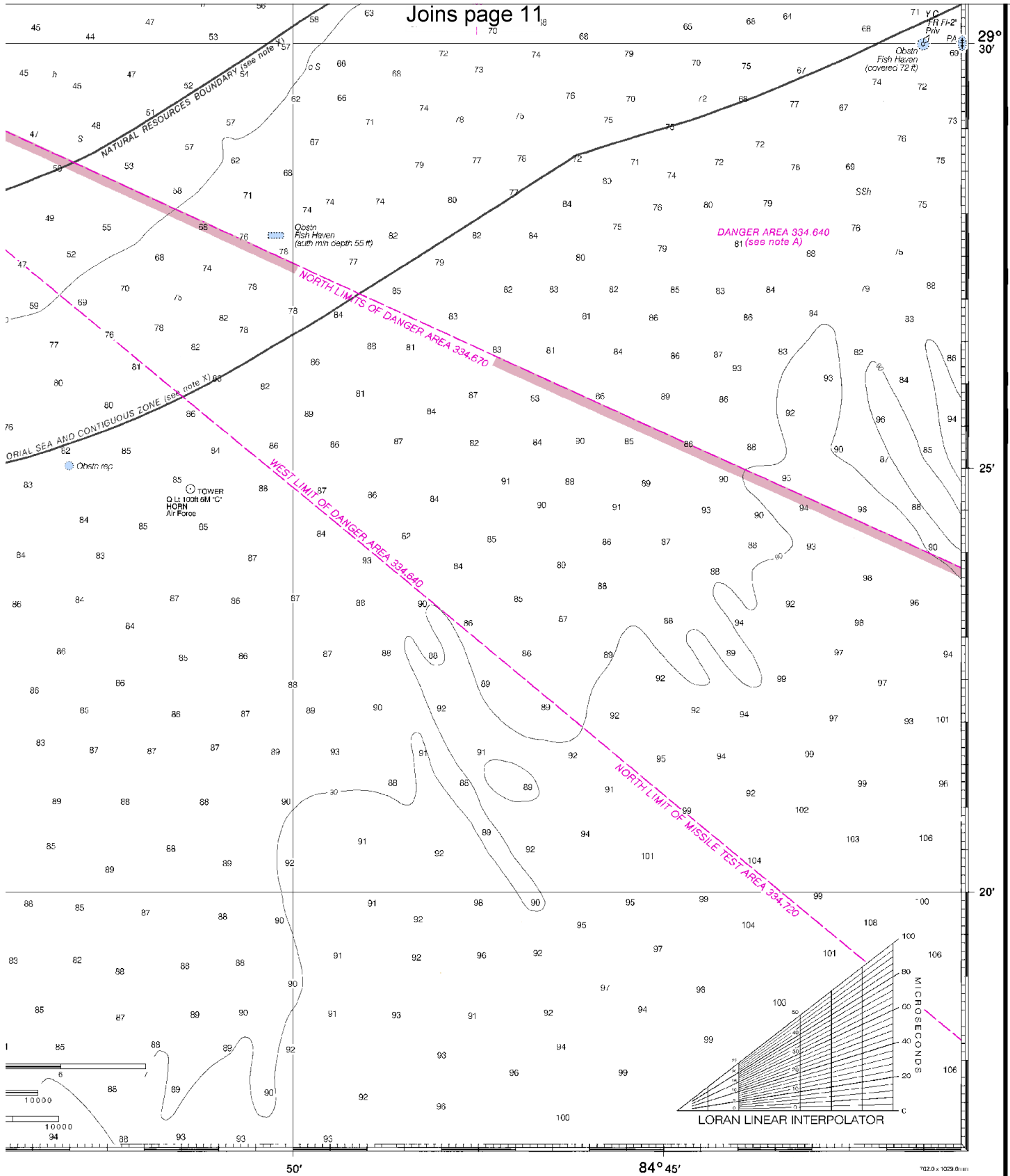
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-55CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

FATHOMS
FEET
METERS



ED. NO. 30
NSN 7642014C10186
NGA REFERENCE NO. 11BC011401

Apalachicola Bay to Cape San Blas
SOUNDINGS IN FEET - SCALE 1:80,000

11401
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Mobile – 251-441-6211

Coast Guard Panama City – 850-234-2475

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.